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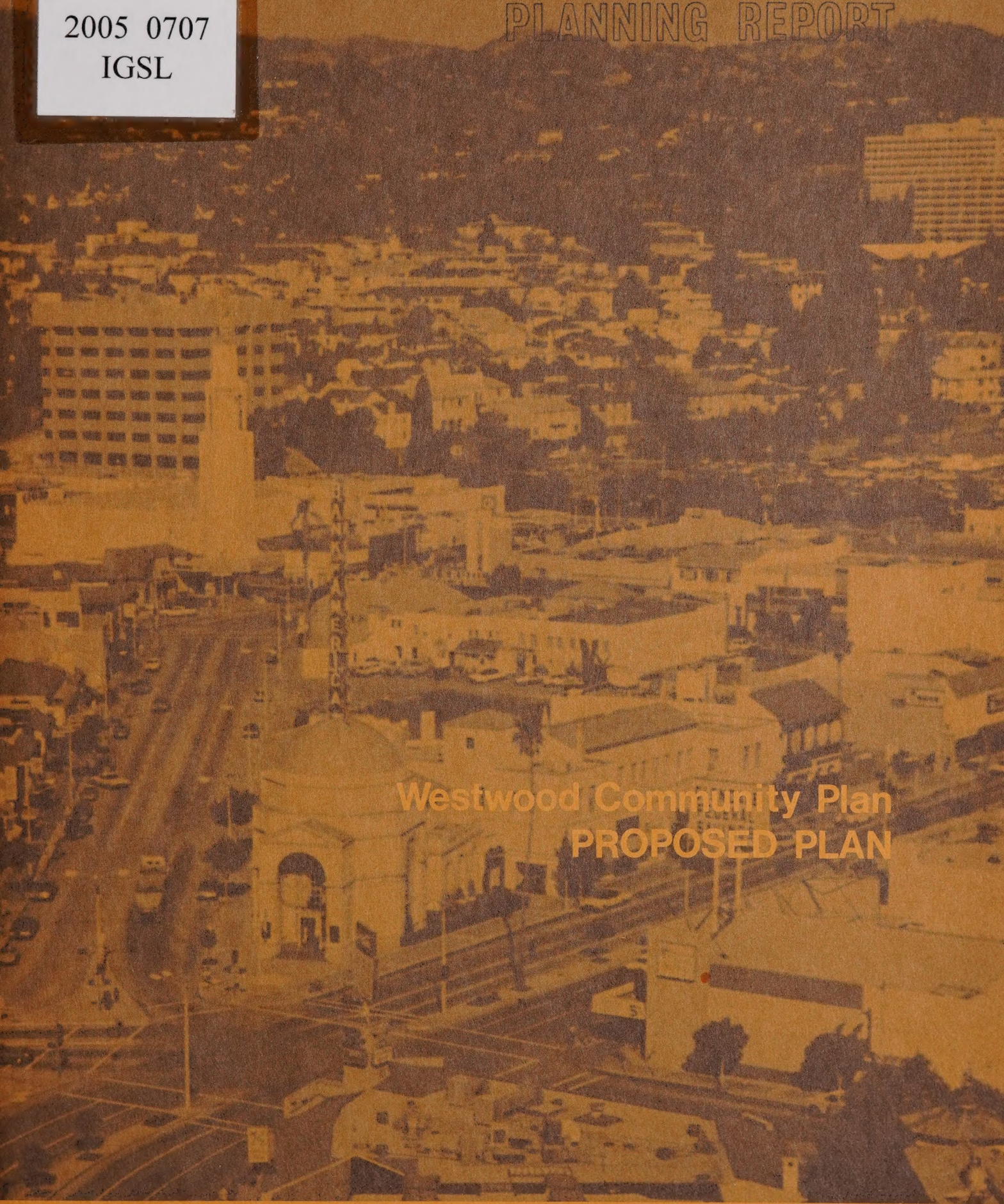

Westwood Community Plan
PROPOSED PLAN

DEPARTMENT OF CITY PLANNING ▫ LOS ANGELES CALIFORNIA

2005
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PR-AP-4528-4

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Westwood Community Plan
PROPOSED PLAN

CITY PLAN CASE 12142

This text is to be approved by the City Planning Commission and Mayor, and then adopted by the City Council; thence becoming a legally constituted portion of the General Plan of the City of Los Angeles for this identified geographic area [Charter Section 96.5(3)a].

June 1971 [redacted]

Department of City Planning

Los Angeles California

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WESTWOOD COMMUNITY PLAN

PURPOSES

USE OF THE PLAN

The Westwood Community Plan consists of this text and the accompanying maps entitled "Westwood Community Plan" and "Programs, Westwood Community." It is a part of the General Plan of the City of Los Angeles. The purpose of the Westwood Community Plan is to provide an official guide to the future development of the community for the use of the City Planning Commission, the City Council and the Mayor; other concerned governmental agencies; residents, property owners and businessmen of the community; and private organizations concerned with planning and civic betterment. For the Planning Commission, the Council and the Mayor, the plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community, within the larger framework of the City; guide the development, betterment, and change of the community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

The plan proposes approximate locations and dimensions for land use. Development may vary slightly from the plan provided the total areas of each type of land use, the land use intensities, and the physical relationships among the various land uses are not altered. The plan is not an official zone map and, while it is a guide, it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein.

Community plans are subject to review and amendment to reflect changes in circumstances.

OBJECTIVES OF THE PLAN

1. To coordinate the development of Westwood with that of other parts of the City of Los Angeles and the metropolitan area.

2. To provide for the development of the Westwood Center as a major Center with a high density of employment and population, as proposed by the Concept for the General Plan.

3. To designate adequate lands at appropriate locations for the various private uses and public facilities, in the quantities and densities required to accommodate population and activities projected to the year 1990.

4. To encourage the preservation and enhancement of the varied and distinctive residential character of Westwood. To make provision for housing of such types, sizes and densities as are required to satisfy the varying needs and desires of the community's residents.

5. To promote the economic health and the public convenience by:

   a. Allocating and designating land for the full range of needed commercial and parking facilities, in quantities and at locations based on accepted standards and planning principles.

   b. Providing for places of employment within the community, and for transportation facilities serving places of employment in adjacent communities.

6. To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate necessary movements; the expansion and improvement of public transportation service, including rapid transit; increase of off-street parking facilities; and elimination of on-street parking on major and secondary highways.

7. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.

8. To designate general locations for recreational sites and facilities to meet the needs of the projected population.

9. To accommodate the conflicting development needs of the community by:

   a. Promoting coordination of the University of California at Los Angeles and related facilities with adjoining residential and commercial uses through the provision of buffers and transitional uses where necessary; recognition of the needs for University-related housing, parking, shopping and recreation; and encouragement of University compliance with City planning standards.

   b. Encouraging the coordination of Federal government facilities with adjacent residential and commercial uses, including the provision for appropriate buffers and transitional uses between them.

10. To enhance the design of both public and private development; to encourage programs of urban beautification; to eliminate incompatible or noxious activities; to foster the preservation of natural land; to develop visual form standards to assure order and harmony without unduly restricting the individual designer's flexibility and creativity.

POLICIES

LAND USE

Housing

Standards and Criteria

Property in residential zones permitting densities in excess of those designated on the Plan shall be reclassified to zones corresponding to the designated densities.

The residential densities proposed by the Plan are predicated upon the full development of the designated major and secondary highways. In no case shall any density increase be effected by zone change unless appropriate consideration has been given to adequate capacity to accommodate the traffic generated thereby on the local streets and major and secondary highways serving the property involved.

Changes of zone permitting densities in excess of those designated shall be approved only if a compensating reduction in density can be made at some other location in Westwood and adequate access and public services are available.

Features

The plan provides a residential capacity for approximately 66,000 persons, which is adequate for the projected 1990 population of 60,000. Of this total, approximately 15,000 persons would be accommodated on 1,000 acres designated for low and very low density single-family residential uses. The other 51,000 persons would live in multiple-family residences occupying a total area of approximately 475 acres. Four multiple residential density categories -- Very High, High, Medium, and Low-Medium -- are specified.

In accordance with the policy of the Concept for the General Plan, most of the additional population will be concentrated in proximity to the Westwood Center in order to preserve stable single-family neighborhoods and permit concentrations and consolidation of public services.

The projected population of 60,000 does not include UCLA dormitory residents. In 1970, 3,600 students lived in UCLA dormitories. The 1963 Long Range Development Plan for the

University indicated a long range goal of housing one-quarter of the 27,500 students on campus.

The residential density categories designated by the plan and their capacities are:

Residential Densities	Dwelling Units Per Gross Acre	Persons Per Dwelling Unit	Gross Acres	Percent of Residential Land	Population Capacity
Very High	80 to 200	1.50	82	4.5	17,220
High	40 to 80	1.90	154	8.6	17,556
Medium	24 to 40	2.30	220	12.3	15,812
Low Medium	7 to 24	2.60	12	0.7	401
Low	3 to 7	3.10	845	47.3	13,520
Very Low	1 to 3	4.00	164	9.2	1,312
Minimum	0 to 1	4.00	311	17.4	373
			1,788	100.0	66,194

The following planning areas are shown on the Program map and indicate general areas of the community for ease of reference in citing the features of the plan.

The plan proposes the preservation of all single-family residential use in Area I, Holmby-Westwood. In most of the area, a low-density residential designation is proposed. In that portion of the area located east of Beverly Glen Boulevard and north of Strathmore Drive, a very low density category is proposed in order to preserve its estate character. The plan also proposes limiting the height of the high and medium-high density multiple residential properties along the southeast side of Hilgard Avenue between Weyburn Avenue and Strathmore Drive to six-stories, so as to preserve the character and amenities of the abutting single-family neighborhood. It also proposes that the very high density residential area generally bounded by LeConte, Malcolm, and Weyburn Avenues, Lindbrook Drive, Tiverton and Hilgard Avenues be limited to development not exceeding three times the total land area excluding streets and required setbacks.

Area II is the corridor of land along both sides of Wilshire Boulevard from east of Glendon Avenue to the Los Angeles Country Club. It is indicated for medium and very high residential density use. In that portion of the corridor designated for very high density residential use, it is proposed

that the overall building floor area not exceed six times the total land area excluding streets and required setbacks.

That portion of Area III along Beverly Glen Boulevard is proposed for medium density residential use, with a three-story height limit, in order to preserve the character of the adjacent single-family residences. That portion of Area III east of the Beverly Glen Boulevard frontage is proposed for the low density residential category.

In Area IV, South Westwood, the land generally adjacent to the Mormon Temple and to Santa Monica Boulevard, as indicated on the Plan map, is designated for medium density development. The remainder of the area is proposed for low density.

Area V is divided into three sub-areas. The first, located between Ashton and Rochester Avenues west of Westwood Boulevard, is indicated for very high and high density residential use, as an adjunct to the adjacent Westwood Center.

The sub-area east of Veteran Avenue between Rochester and Ohio Avenues is proposed for high density residential use. West of Veteran Avenue between Ohio Avenue and the Department of Water and Power facility, high and medium density residential uses are indicated.

In the third sub-area, located between Ohio Avenue and Santa Monica Boulevard, the plan proposes low and low-medium density designations fronting on Kelton and Midvale Avenues. To the west, the plan proposes medium density residential designation.

In Area VI, North Village, the plan proposes University-oriented housing, a high density residential designation including such University-oriented residential uses as dormitories, fraternities, and sororities.

In Area VII, Westwood Hills, the area east of the San Diego Freeway, is designated to remain predominantly single-family residential in character. A small area along Sepulveda Boulevard is indicated for medium density residential use. Brentwood Glen, to the west of the San Diego Freeway, is proposed to remain as a predominantly single-family residential area with very low and low densities. The plan also proposes the retention of the low-medium and medium density designations existing in 1970.

Commerce

Standards and Criteria

The commercial intensities proposed by the Plan are predicated upon the full development of the designated major and secondary highways. In no case shall any intensification be effected by zone change unless appropriate consideration is given to adequate capacity to accommodate the traffic which would be generated thereby on the local streets and the major and secondary highways serving the property involved.

The ratio of commercial land, including associated parking, to projected population is approximately 2.1 acres per 1,000 persons.

In general, parking shall be provided at a ratio of not less than three square feet of parking area for each square foot of commercial floor area for neighborhood shopping centers and a ratio of not less than two square feet for each square foot of floor area for all other commercial uses. All parking areas adjacent to residential uses shall be buffered by means of a solid wall and/or a landscaped setback.

Features

The commercial areas of Westwood are indicated as Planning Area VIII. The commercial acreage proposed for the Westwood Center and Westwood Village is intended to serve a region-wide function. The commercial acreages are based upon Citywide projections of employment for 1990 as follows:

Westwood Center	25,000
	(21,000 office employees)
	(4,000 retail employees)
Westwood Village	10,000

The 105 acres of neighborhood, urban arterial and regional commercial and associated parking lands proposed by the plan are considered to be adequate in quantity to serve the needs of the projected population to the year 1990.

The following types and acreages of commercial facilities are designated:

Types	Gross Acreages	Percentages
1. Center Core	34	24.5
2. Center Regional Retail	60	43.2
3. Neighborhood Shopping	28	20.1
4. Urban Arterial Commercial	17	12.2
	139	100.0

Westwood Center: The office development at Westwood and Wilshire Boulevards forms the nucleus of the major Center proposed in the Concept for the General Plan. This 34-acre core area is designated for a mixture of high-intensity uses, especially high-rise office structures, and will also include high density residential uses. The core would contain a rapid transit station and an auxiliary local transit system interconnecting its nodes. All buildings should ultimately have access to second level pedestrian pathways linking them to each other (see Schematic Map, Page GP-9).

Westwood Village: The original Westwood Village (bounded by LeConte Avenue, Tiverton Avenue, Lindbrook Drive, and the east boundary of the UCLA Medical Campus) is indicated as a node of Westwood Center. It would remain intensively developed and would serve a regional function. It is proposed that the overall building floor area not exceed three times the total land area excluding streets and required setbacks. The original buildings are intended to be preserved wherever feasible. Parking facilities should be located on the peripheries of the Village, and secondary and tertiary transportation systems, coordinated with the rapid transit stop, should be developed. Emphasis is placed on maintaining and enhancing the image and function of the Village as a pedestrian-oriented community center and specialty retail area with fine shops, restaurants, and entertainment facilities. The plan proposes that retail facilities occupy the ground levels of parking structures in order to eliminate voids in retail frontages.

Neighborhood Shopping Facilities: The commercial frontage along Westwood Boulevard south of Wilshire Boulevard is proposed to remain as a neighborhood shopping area, providing daily convenience services to people living in nearby residential areas. It

should contain supermarkets, drugstores, laundries and dry cleaners, barber and beauty shops, and restaurants. In order to avoid encroachment into adjacent residential areas, the plan proposes off-street parking fronting on Westwood Boulevard.

Urban Arterial Commercial: The frontages of Santa Monica and Sepulveda Boulevards are designated for urban arterial commercial uses (oriented to the automobile). Some appropriate activities are automobile sales and services, drive-ins, furniture and appliance stores, and office equipment sales. Urban arterial commercial areas are intended to be limited to a 6-story height.

CIRCULATION

Freeways, Highways and Streets

Standards and Criteria

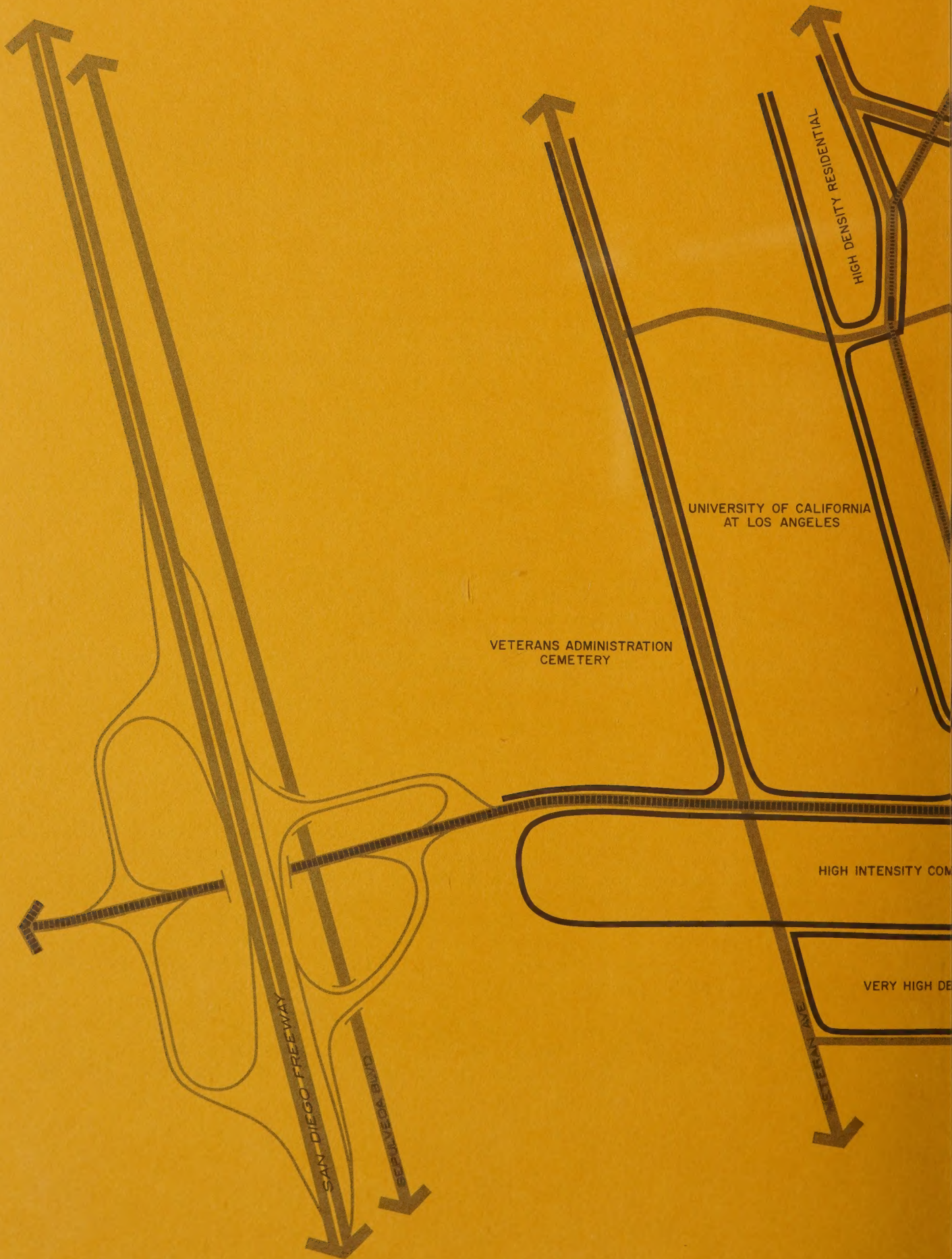
Highways, freeways and local streets shown on this Plan shall be developed in accordance with the Highways and Freeways and Standard Street Dimensions elements of the General Plan.

Programming of highway and street improvements shall be fully coordinated with the development of private properties to higher intensities, in order to assure the continuing availability of adequate vehicular capacity.

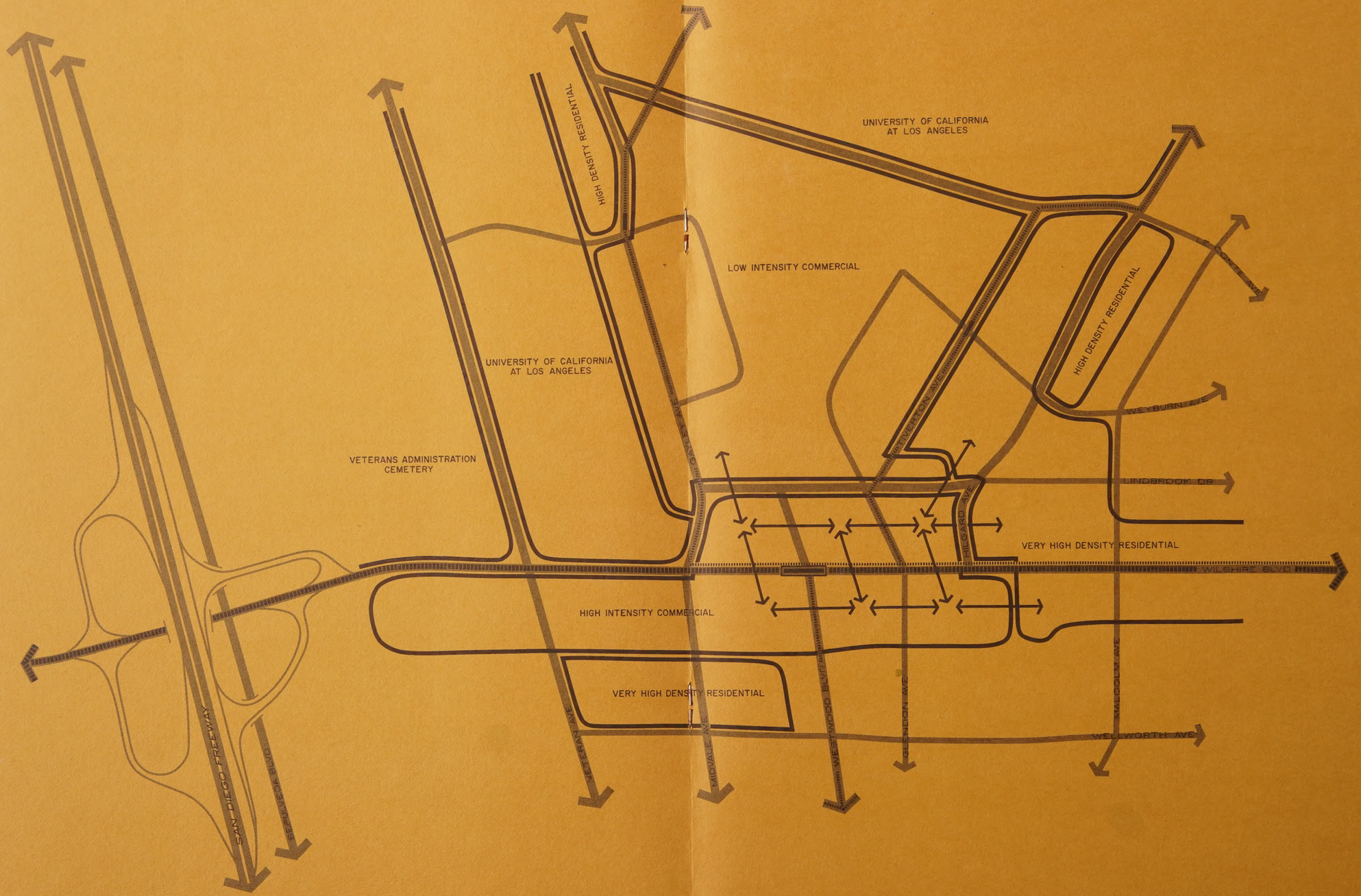
Features

The plan incorporates the adopted Beverly Hills Freeway and, in addition, suggests that the State Highway Commission consider the extension of this freeway to the west of its adopted terminus in 1971, the San Diego Freeway. A total design concept should be utilized to integrate this freeway into the community. It is suggested that frontage roads should be provided in order to alleviate congestion on major and secondary highways which provide access to the freeway.

The plan proposes that Ohio Avenue be designated as a secondary highway between Sepulveda and Westwood Boulevards and as a collector street between Westwood Boulevard and Manning Avenue.


HIGH DENSITY RESIDENTIAL
UNIVERSITY OF CALIFORNIA
AT LOS ANGELES
VETERANS ADMINISTRATION
CEMETERY
HIGH INTENSITY COM
VERY HIGH DE
SAN DIEGO FREEWAY
SEPULVEDA BLVD
VETERAN AVE

SCHEMATIC PLAN
WESTWOOD CENTER



RAPID TRANSIT AND STATION

SECONDARY TRANSIT AND STOPS

FREEWAY

MAJOR HIGHWAYS

SECONDARY HIGHWAYS

PEDESTRIAN WAY

ACTIVITY AREAS

0 200 400 600 800 FEET

PREPARED BY THE GRAPHICS SECTION
LOS ANGELES CITY PLANNING DEPARTMENT
MARCH 1971

Midvale Avenue between Wilshire Boulevard and Rochester Avenue is proposed as a secondary highway. Rochester Avenue west of Midvale Avenue should be realigned to connect with the existing driveway which connects with Sepulveda Boulevard at the south end of the federal building parking lot.

The streets designated in the plan map as collector streets should be considered for inclusion in the Collector Streets Element when it is adopted.

The realignment and connection of Overland and Manning Avenues is proposed to take place concurrently with the construction of the Beverly Hills Freeway.

The plan also proposes an interchange on the San Diego Freeway to replace the ramps at Montana Avenue and Waterford Street. It should be located generally midway between the interchanges at Wilshire Boulevard and at Sunset Boulevard. A major highway is proposed connecting this interchange with UCLA and Westwood Village which would route traffic along the boundary of the Westwood Hills residential area. A secondary highway is proposed to continue to the west of this interchange. The plan further proposes the widening of the San Diego Freeway in accordance with a study by the State Division of Highways.

Parking

A series of parking structures is proposed along the periphery of the Village. During the life of the plan, efforts should be made to eliminate on-street parking in Westwood Village and on all major and secondary highways in the community.

Additional off-street parking capacity is also proposed in the neighborhood shopping area on Westwood Boulevard to the south of Wilshire Boulevard.

UCLA's plan for peripheral parking around the campus is in conformance with the circulation system proposed by the Westwood Plan.

Public Transportation

The Concept for the Los Angeles General Plan features a rapid transit system connecting major Centers, including a secondary system connecting the core of each Center with its other nodes. The Westwood transit station is proposed to be located on the north side of Wilshire Boulevard near Westwood Boulevard.

A tertiary transportation system is also proposed, consisting of moving sidewalks and similar devices for moving people not only within the core of the Center, but also in nodes and satellites such as the Village. It would also provide for the moving of people from parking structures in peripheral areas to areas of more intensive use.

Should such a project be economically feasible, the plan can accommodate the Tracked Air Cushion Vehicle Linear Induction Motor high speed transit line proposed to eventually connect Los Angeles International Airport with Palmdale Intercontinental Airport on a route which would generally be located in the right-of-way of the San Diego Freeway through Westwood.

Bicycle Routes

A series of bicycle routes, designated as bikeways, are proposed to provide convenient local access to UCLA.

Railroads

The plan proposes the removal of the railroad right-of-way from the median strip between the north and south roadways of Santa Monica Boulevard through Westwood.

SERVICE SYSTEMS

Standards and Criteria

The public facilities shall be developed in accordance with the standards for need, site area, design, and location expressed in the various service-system elements of the General Plan.

Features

The plan proposes the acquisition and development of a community park and recreational facility on the 25 acre tract of land to the south of the Federal Building, located between Sepulveda Boulevard and Veteran Avenue and bounded on the south by the

Water and Power Department yard and office. This park should contain a swimming pool, baseball and softball fields, and other recreational facilities.

Small parks are proposed throughout the community, particularly in Westwood Center, along Wilshire Boulevard, and in adjacent multiple-family residential areas. In addition, they should be considered in other commercial and residential areas.

The plan proposes that the Los Angeles Country Club, Planning Area X, be retained as permanent open space, in an agricultural or open space zone.

It is proposed that efforts be undertaken to bring about the annexation of the unincorporated County island, Planning Area IX. Before any of the federal lands in this area are declared surplus, it is proposed that the City and the federal government work together to determine the future use of surplus lands. Large portions of these lands should be retained for public open space and recreation.

No public libraries are designated within Westwood. However, when population levels in Holmby-Westwood, the adjacent areas in the Santa Monica Mountains and the various canyons warrant such service, a branch library should be considered which would be centrally located and would serve the residents of this part of the City.

The Cultural Heritage Board recognizes as monuments the original buildings of Veteran's Administration Center Number 12, including buildings 9, 20, 27, 66 and 137. Should this area be annexed and transferred to non-governmental ownership, these buildings are recommended for consideration by the Cultural Heritage Board for designation as historical monuments. Other buildings proposed for consideration by the Cultural Heritage Board are the Strathmore, Elkay, Kelton and Landfair apartments in North Village and the Tischler and Galli-Cursi single-family homes in Westwood Hills.

PROGRAMS

The following programs are recommended in order to carry out the policies of the plan. Programs are listed by Planning Area (see Program Map), where appropriate. Where a program is applicable to several planning areas or to the community as a whole, it is listed under the "General" heading.

GENERAL

1. Action should be taken to schedule those public improvements to the circulation system which are necessary to serve the needs of the community. These include:

   a. Continued development of the freeway, highway and street system in conformance with existing programs.

   b. A concerted effort to coordinate the development of an effective public transportation system.

   c. Strong efforts to bring about a system of bicycle trails, in particular focused on the needs of the student community.

2. Inasmuch as the intensities of development proposed by this Plan are predicated upon the availability of the designated highways and streets, it may be necessary to restrict development to intensities below those indicated unless or until such time as the major and secondary highways are widened and improved to their standard cross-sectional dimensions.

3. Efforts should be made to promote the maintenance and enhancement of the visual and aesthetic environment of the community. In particular, upon removal of the rail lines from the median of the north and south roadways, that portion of the median not utilized as Beverly Hills Freeway or roadway right-of-way should be landscaped.

4. Action should be taken to schedule those open space and recreation improvements which are needed to meet the objectives of this plan. Of first priority is the 25 acre community park proposed in Area V .

5. A route study should be undertaken for the alignment of the new roadway connecting to a new San Diego Freeway interchange to be located between Sunset and Wilshire Boulevards.

6. The function of that portion of Manning Avenue between Hilgard Avenue and Wilshire Boulevard should be studied and its status reviewed in the very early phase of the plan.

7. Study should be undertaken to develop parking standards specifically for full-time residential hotels.

8. Street lighting programs should continue in the community so as to enhance the safety and desirability of residential and commercial areas of the community.

AREA I

9. Proceedings should be initiated to redesignate this area for very low intensity residential use.

10. Proceedings should be initiated to redesignate the area to Height District No. 1.

AREA II

11. Proceedings should be initiated to redesignate this area to Height District No. 2.

AREA III

12. Proceedings should be initiated to redesignate this area for medium density residential use with a three-story height limit.

AREA IV

13. Proceedings should be initiated to redesignate these areas for medium density residential use.

AREA V

14. Proceedings should be initiated to redesignate this area for very high density residential use at such time as the following conditions are met:

a. The very high density corridor along Wilshire Boulevard (Area II) has been developed to 60% of capacity; and

b. A rapid transit line serving the Wilshire Corridor is in operation.

AREA VI

15. Proceedings should be initiated to redesignate this area to Height District No. 1.

16. Efforts should be made to encourage the use of any available aids or programs to bring about low and moderate income housing for students and faculty.

AREA VII

17. Proceedings should be initiated to redesignate this area for medium density residential use.

AREA VIII

18. Proceedings should be initiated to redesignate the area to Height District No. 1.

19. A specific plan should be developed to provide for:

a. Peripheral traffic and parking facilities.

b. The maintenance and enhancement of the Village as a pedestrian-oriented community center and retail area, including consideration of a mall.

c. Phasing to ensure orderly development and redevelopment and to provide street capacity and other public facilities adequate to the intensity and design of development. If it is proposed that any interior streets be closed, no action should be taken to close such streets until the following are accomplished:

1) Dedicate and improve LeConte Avenue, Lindbrook Drive, Tiverton Avenue and portions of Glendon Avenue (between Lindbrook Drive and Wilshire Boulevard) generally to secondary highway standards.

2) A new highway with substantial traffic capacity is provided connecting the San Diego Freeway interchange located between Wilshire and Sunset Boulevards with UCLA and Westwood Village.

3) Any other dedications and improvements deemed necessary as the result of this specific plan study are assured.

d. Retail facilities located on the ground level in parking facilities in order to eliminate voids in retail frontages.

e. Secondary and tertiary transportation systems coordinated with the rapid transit stop and parking facilities.

f. Preservation of existing buildings, where feasible.

g. An overall intensity of development not to exceed that permitted in Height District No. 1.

20. Proceedings should be initiated to redesignate this area to Height District No. 3.

21. Proceedings should be initiated to redesignate this area to Height District No. 1.

AREA IX

22. Efforts to bring about the annexation of this County island to the City should be undertaken.

AREA X

23. Proceedings should be initiated to redesignate this area for agriculture.

24. Upon development of an open space zone proceedings should be initiated to redesignate this area for open space.

PROPOSED
WESTWOOD COMMUNITY PLAN

CITY PLAN CASE NO. 12142

	DWELLING UNITS PER GROSS ACRE	CORRESPONDING ZONES
RESIDENTIAL DENSITY		
MINIMUM	0 TO 1	A1, A2
VERY LOW	1+ TO 3	RE 11, RE 20
LOW	3+ TO 7	R1
LOW MEDIUM	7+ TO 24	R2
MEDIUM	24+ TO 40	R3
HIGH	40+ TO 80	R4
VERY HIGH	80+	R5
COMMERCIAL INTENSITY & PARKING		
LOW		C2
HIGH		C4
INDUSTRIAL		
LIMITED MANUFACTURING		M1
PUBLIC AND INSTITUTIONAL USES		

SINGLE FAMILY RESIDENTIAL		
TOTAL ACRES	1,320	
% OF TOTAL AREA	42.5	
DWELLING UNIT CAPACITY	5,099	
POPULATION CAPACITY	15,330	
MULTIPLE FAMILY RESIDENTIAL		
TOTAL ACRES	468	
% OF TOTAL AREA	15.0	
DWELLING UNIT CAPACITY	22,953	
POPULATION CAPACITY	51,524	
COMMERCIAL		
TOTAL ACRES	139	
% OF TOTAL AREA	4.4	
INDUSTRIAL		
TOTAL ACRES	4	
% OF TOTAL AREA	0.1	
TOTAL RESIDENTIAL		
TOTAL ACRES	1,788	
% OF TOTAL AREA	57.5	
DWELLING UNIT CAPACITY	28,052	
POPULATION CAPACITY	66,854	

NOTES:
- ONLY THOSE ZONES INDICATED IN THE TABLE ARE RECOMMENDED IN WESTWOOD.
- PUBLIC AND INSTITUTIONAL LAND COMPRISE APPROXIMATELY 1,180 ACRES OR 38.0% OF THE TOTAL AREA.
- LOW INTENSITY COMMERCIAL - PARKING --- HEIGHT DISTRICT 1
- HIGH INTENSITY COMMERCIAL - PARKING --- HEIGHT DISTRICTS 2, 3, 4 - MAY INCLUDE RESIDENTIAL USE.

CIRCULATION
- FREEWAY
- PROPOSED FREEWAY
- MAJOR HIGHWAY
- DIVIDED MAJOR HIGHWAY
- SECONDARY HIGHWAY
- LOCAL STREET
- COLLECTOR STREET
- BIKEWAY
- RAPID TRANSIT STATION
- RAPID TRANSIT LINE (GENERALIZED ALIGNMENT)

SYMBOLS
- PUBLIC SCHOOLS
  - ELEMENTARY
  - JUNIOR HIGH
  - SENIOR HIGH
  - UNIVERSITY
- PRIVATE SCHOOLS
  - ELEMENTARY
  - SENIOR HIGH
- VETERAN'S ADMINISTRATION HOSPITAL
- RECREATIONAL SITES
  - NEIGHBORHOOD
  - COMMUNITY
  - REGIONAL
  - PRIVATE GOLF COURSE
- FIRE STATION
- FEDERAL OFFICE COMPLEX
- POWER YARD
- CEMETERY
- HISTORICAL MONUMENT
- COMMERCIAL AREAS
  - CENTER CORE
  - CENTER REGIONAL RETAIL
  - NEIGHBORHOOD
  - URBAN ARTERIAL
- CITY BOUNDARY LINE
- COUNTY BOUNDARY LINE

0' 400'

JUNE, 1971

DEPARTMENT OF CITY PLANNING

LOS ANGELES, CALIFORNIA

2005
0707
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WESTWOOD COMMUNITY PLAN
ADVISORY COMMITTEE REPORT

The Community Plan for Westwood as presented by the Los Angeles City Planning Department has the general approval and endorsement of the Westwood Community Plan Advisory Committee. There are, however, areas of disagreement which are indicated later in this report.

The Westwood Advisory Committee is made up of people who have a deep feeling for the area and its tradition and culture. They are sincerely concerned with its future. The Committee believes its members represent a fair cross section of the community, including representatives of special interest areas. Each segment was represented by articulate spokesman and free discussions held.

The Committee met regularly since March 1969, holding 17 scheduled committee meetings. Average committee attendance over this rather lengthy period of time was 14 members per meeting.

Many of the Committee's decisions were embodied in the final plan. A number of the decisions represent compromises agreed to after much study and discussion.

The Committee believes that the function of the Community Plan should be in the creation of guidelines and that City departments should work to conform to, rather than change, the guidelines.

Committee Opinions

There were a number of issues on which the staff and some members of the Advisory Committee did not agree. Listed here are those items on which there are differences of opinion.

1. Fifteen Committee members expressed opposition to the designation of Ohio Avenue as secondary highway.

   Reasons:

   a. Would tend to divide the South Westwood Neighborhood.

   b. Not in the best interests of heavy pedestrian traffic to schools, churches and shopping.

Several members indicated that one or a combination of alternates might be preferable. These recommendations and the number of members who favored each as a partial or complete alternate solution are:

a. Designation as a collector street. (2 members)

b. Remove off-street parking and possibly some minimal widening. (9 members)

c. Improvements to Santa Monica Boulevard. (11 members)

d. One-way streets. (5 members)

2. Fifteen committee members expressed opposition to the designation of Warner Avenue as a collector street.

   Reasons:

   a. Passes by Warner Avenue School, the only real community center in that part of Westwood.

   b. Other streets presently serving the function.

   c. Other collector streets designated on the plan can accommodate the traffic.

   d. Increased traffic on Warner Avenue would present traffic flow problem at intersection of Hilgard Avenue and Warner Avenue.

3. Fifteen committee members expressed opposition to wording in program designating a portion of Area IV for medium density residential use.

   Reason:

   Text needs clarification. It presently implies that the entire area is to be redesignated to medium density use.

4. Fourteen committee members expressed opposition to wording in program designating a portion of Area VII for medium density residential use.

   Reason:

   Text needs clarification. It presently implies that the entire area is to be redesignated to medium density use.

5. Twelve committee members expressed opposition to the proposed phasing of development in Area V (GP-17, GP-18).

   a. This sort of phasing does not allow the crystalization of the situation in the area.

   b. Need to provide for housing for people who can walk to work in the area, particularly to the University.

   c. Possibility of moderate priced housing as an alternate to very expensive apartments fronting on Wilshire Boulevard.

6. Five committee members expressed opposition to the designation for area in #5. Instead they preferred:

   a. Very High Density (no phasing restrictions) (2 members)

   b. High Density (no phasing restrictions). (3 members)

7. Fourteen committee members expressed opposition to high density designation between Rochester and Ohio Avenues west of Westwood Boulevard. They feel the area should be designated for medium density.

   Reason:

   Area already overzoned, would provide for too many cars and people.

8. Fourteen committee members recommended an additional provision for Program; that parking requirements for movie theaters be reconsidered.

   Reasons:

   a. Current requirements impose a hardship on merchants who lose patronage because parking spaces normally used by retail shoppers are used by theater patrons.

   b. Similar hardship is imposed on retail shoppers who can find no place to park when theaters are in operation.

9. Fifteen members expressed the opinion that Santa Monica Boulevard should be built as an expressway or a parkway or otherwise improved until such time as the Beverly Hills Freeway is constructed.

   Reasons:

   a. There may never be a Beverly Hills Freeway.

   b. Increasing east-west traffic needs to be accommodated.

10. Fourteen committee members expressed opposition to the text on pages GP-4 (Paragraph 2) and GP-8 (Paragraph 1), which reads:

   "In no case shall any density increase be effected by zone change unless appropriate consideration has been given to adequate capacity to accommodate the traffic generated thereby on the local streets and major and secondary highways serving the property involved."

   These statements regarding major and secondary highways should be expanded to also include other major improvements anticipated, namely the Beverly Hills Freeway, the widening of the San Diego Freeway, and rapid transit.

   Reason:

   The Statement is incomplete without these improvements included.

11. Twelve members expressed opposition to the location of a TACV-LIM station in Westwood.

   Reasons:

   a. The location will add more traffic to an area already overburdened with traffic, particularly on Wilshire Boulevard.

   b. Station location will have an adverse effect on nearby residential areas by tending to draw development away from the Westwood Center toward the TACV-LIM station.

12. Fifteen committee members felt it was essential to designate Los Angeles Country Club for permanent open space with the provision that should the property redevelop to use other than open space, then taxes previously forgiven shall be retroactive and due immediately.

13. Thirteen committee members expressed opposition to the parking standards on GP-8 (Paragraph 3)

"....parking shall be provided at a ratio of not less than three square feet of parking area for each square foot of commercial floor area for neighborhood shopping centers and a ratio of not less than two square feet for each square foot of floor area for all other commercial uses."

Reason:

Parking requirements should be the same for retail and office buildings as we do not wish to penalize retail developer in favor of office building developer.

14. Ten committee members expressed opposition to paragraph entitled Westwood Village, Page GP-9.

"The original Westwood Village (bounded generally by LeConte Avenue, Tiverton Avenue, Lindbrook Drive, and the east boundary of the UCLA Medical Campus) is indicated as a node of Westwood Center. It would remain intensively developed and would serve a regional function. It is proposed that the overall building floor area not exceed three times the total land area exluding streets and required setbacks. The original buildings are intended to be preserved wherever feasible. Parking facilities should be located on the peripheries of the Village, and secondary and tertiary transportation systems, coordinated with the rapid transit stop, should be developed. Emphasis is placed on maintaining and enhancing the image and function of the Village as a pedestrian-oriented community center and specialty retail area with fine shops, restaurants, and entertainment facilities. The plan proposes that retail facilities occupy the ground levels of parking structures in order to eliminate voids in retail frontages."

Reason:

The paragraph should remain flexible until the Gruen study is completed, particularly as related to policies on peripheral parking, etc.

15. Five committee members expressed opposition to paragraph entitled Neighborhood Shopping Facilities (Pages GP-9, GP-11) which reads:

"The commercial frontage along Westwood Boulevard south of Wilshire Boulevard is proposed to remain as a neighborhood shopping area, providing daily convenience services to people living in nearby residential areas. It should contain supermarkets, drugstores, laundries and dry cleaners, barber and beauty shops, and restaurants. In order to avoid encroachment into adjacent residential areas, the plan proposes off-street parking fronting on Westwood Boulevard."

Reason:

With such a restrictive clause -- that parking can only be in the commercial zone -- it is unlikely that there will be any. Where a multiple unit residential zone backs up to commercial zoning, parking could be integrated with the multiple, e.g. each time parking is provided on an apartment house lot, the densities of the plan are decreased.

16. Six committee members expressed opposition to a portion of Program 19 in AREA VIII, GP-18, which reads:

"19. A specific plan should be developed to provide for:..

c. Phasing to ensure orderly development and redevelopment and to provide street capacity and other public facilities adequate to the intensity and design of development. If it is proposed that any interior streets to closed, no action should be taken to close such streets until the following are accomplished:

1) Dedicate and improve LeConte Avenue, Lindbrook Drive, Tiverton Avenue and portions of Glendon Avenue (between Lindbrook Drive and Wilshire Boulevard) generally to secondary highway standards.

2) A new highway with substantial traffic capacity is provided connecting the San Diego Freeway interchange located between Wilshire and Sunset Boulevards with UCLA and Westwood Village.

3) Any other dedications and improvements deemed necessary as the result of this specific plan study are assured." .....

Reason:

The closing of any street should not be tied to sub-paragraphs 1, 2, or 3 as they have no relation to paragraph 19c and are not realistic or needed.

17. Ten committee members expressed opposition to paragraph 2 of section entitled Parking, page GP-12, which reads:

"Additional off-street parking capacity is also proposed in the neighborhood shopping area on Westwood Boulevard to the south of Wilshire Boulevard."

Reason:

The objective of the plan to get more parking is inconsistent with this statement and the last sentence in paragraph 1, GP-11, which reads:

"In order to avoid encroachment into adjacent residential areas, the plan proposes off-street parking fronting on Westwood Boulevard."

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WESTWOOD COMMUNITY PLAN

CPC 12142

SUPPLEMENTAL
STAFF
REPORT

June 17, 1971

SUMMARY OF CITIZEN COMMENTS AND STAFF RESPONSE

The Westwood Community Plan was initiated in March of 1969. At that time, the Westwood Community Plan Advisory Committee was formed by Councilman Edmund Edelman to assist and advise the staff throughout the development of the plan.

The staff and Advisory Committee worked for approximately a year and a half in preparing a preliminary plan to circulate to residents, students, property owners and businessmen for comment and recommendation. This preliminary document was released and meetings were held in January, 1971.

Approximately 1,400 copies of the preliminary plan were distributed at open public meetings or mailed to interested persons who had requested to be put on the mailing list. An equal number of questionnaires were circulated. The Department received an approximate 17% return which was tabulated and analyzed. The results of the questionnaires are found in the appendix of the Staff report. The planning staff and citizens advisory committee members presented the plan at six separate public meetings held in the community during the month of January, 1971.

CITIZEN COMMENTS

The Center

Many of the comments received involved the proposed Center in the Westwood Community Plan. This area has been designated as the focal point for most future commercial and residential growth in the community. The proposed center aroused a considerable degree of discussion in the community. It ranged from the extreme that no Center should be developed at all, to feelings that the Center is a desirable feature of the Community Plan. In general, the arguments against the Center focus upon the question of the need for more commercial and residential uses in the community. Feeling is strong that such increases are not needed and that such increases will overload public facilities cause an increased traffic congestion as well as increased air and noise pollution. Many people were opposed to further intensification anywhere in the community. They expressed a desire to maintain the present population level. There was concern expressed that planning for still more high-rise office space will produce high rents in the area and will force out students and make UCLA still more of a commuter school and thus compound existing traffic problems.

Reply:

The City Planning Department is committed to the Centers Concept for future development. The stable low density neighborhood can only be preserved if future uses are focused in limited sections of the City. While the Department does not promote growth, it is expected that some growth will occur and therefore must be provided for.

Westwood Village

The majority of comments both verbal and written, were directed toward the issue of Westwood Village. Some people voiced the opinion that they like the Village the way it used to be and didn't want to see it changed. Others saw need for some change to make the Village a better place to shop, but they don't want to see the Village itself become part of the high-rise complex of Wilshire Boulevard. Most felt that building up the Village with more office space exacerbates traffic problems and destroys the nature of the Village. Most people felt it was essential to maintain a pedestrian orientation for the Village. Some people voiced the opinion that a reduction in the height district would be arbitrary, capricious and discriminatory.

Reply:

The staff feels that the traffic generating capacity of the Village could be disasterous if the height district 3 designation is not changed. Height District 1 is more realistic. A pedestrian-oriented retail commercial, theater/entertainment and eating area which draws people from a wide sector of the Los Angeles basin is considered to be a realistic direction for the Village. Peripheral parking and a tertiary system of pedestrian movement is essential for the effective movement of vehicles and people.

Bicycles Trails or Paths

A number of comments were received both at public meetings and in the questionnaires received about the lack of planning for bicycle paths or routes in the Westwood Community Plan. The number of persons who utilize bicycles as a means of transportation to and from work or school, while not known exactly, is significant in the community. The number of people using bicycles for pleasure is also growing, and these bicycles must be accommodated in some way.

Reply:

The Planning Department staff is currently preparing a city-wide plan for Bicycles Trails. The Westwood Community Plan has been revised to include a recommendation for bicycle routes in the community and these are shown on the Plan map.

Rapid Transit

Numerous comments were received concerning rapid transit. The comments involved both the feasibility, i.e., financing, as well as the route and station stop location shown on the map. Many homeowners strongly objected to the underground line shown between Westwood and Century City which will go right through the heart of South Westwood.

Reply:

The community plan is predicated upon the ultimate construction of a rapid transit system. Although the exact methods of financing are still unresolved, the department feels that financing will be assured. The routing shown on the plan map is subject to change pending decisions concerning the mode and acquisition, and construction costs; however, stops within the centers are considered mandatory.

Second Level System of Transportation and Pedestrian Movements

Some people in attendance at the public meetings expressed the need to develop a small circular transport link of the Disneyland type linking the Sunset, Wilshire and Veteran loop and the Village and UCLA. Many other people expressed the need to provide more access for pedestrians and recommended pedestrian overpasses over Wilshire Boulevard.

Reply:

The plan recommends a second level circulation system to serve these concentrations of people and activities as well as an extension of such a system to serve the student housing areas of West Los Angeles. In addition, the plan also recommends overhead pedestrian pathways linking buildings in the core of the Center.

Level of Population Permitted is Too High

A number of persons stated that they felt that providing for an additional 20,000 people in the community was unrealistic and unfair to present residents. A number of residents felt that the single family neighborhoods were

at stake if such an increase was permitted. Other issues cited as a result of population increases were traffic congestion, lack of parking, increased air pollution, increased rents, scarcity of housing for UCLA students and faculty and staff as well as other similar issues.

Reply:

The preservation of single family housing and neighborhoods is one of the goals of the Citywide Plan and the Westwood Community Plan. It is anticipated that the increase in population can be accommodated in the existing multiple family zones. While the Department does not promote growth, it is expected that some growth will occur and therefore must be provided for.

General Opposition to Increasing Circulation Capacity

There was a good deal of opposition to the construction of the Beverly Hills Freeway. Some suggested the creation of a parkway after the removal of the rail lines in the median. Strong opposition to designation of Manning Avenue as a secondary highway was voiced at the public meeting and in the questionnaire. Most Advisory Committee members objected to the designation of Ohio Avenue as secondary highway. Strong opposition to the designation of Warner Avenue as a collector street was voiced by many Advisory Committee members.

Reply:

The Beverly Hills Freeway is planned to serve a regional function, not just a local function; therefore, improvement of only a portion of Santa Monica Boulevard does little to increase overall east-west traffic capacity. Manning Avenue and Ohio Avenue must be designated as secondary highways so that necessary traffic capacity might be obtained in the future through dedication of right-of-way. The designation of Warner Avenue as a collector street is in keeping with the need to provide for a balanced system of street and highways, not only in the community, but throughout the City.

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STAFF RECOMMENDATION

City Plan Case No. 12142

Decision Date: August 5, 1971
Council District: 5, 11
Planning Area: Westwood Community area generally bounded on the north by Sunset Boulevard; on the east by the City of Beverly Hills; on the south by Santa Monica Boulevard; on the west by Sepulveda Boulevard and the Veteran's Administration properties.

To: City Planning Commission

From: Director of Planning

Requested by: City Planning Commission

Subject: WESTWOOD COMMUNITY PLAN

SUMMARY AND RECOMMENDATIONS

On April 21, 1971, the General Plan Advisory Board considered the Westwood Community Plan and advised the Director of Planning that the Plan, as modified according to their recommendations, was satisfactory for approval and adoption.

Concurrently with this report and recommendations are City Planning Case Nos. 23441 and 23504 which recommend action on highway amendments to the Highways and Freeways Element of the Los Angeles General Plan.

Recommendations in the Westwood Community Plan which propose changes to the Service-Systems technical elements are not handled separately as the above highway amendments for the following reasons:

1. The Service-Systems technical elements are general guide lines.

2. The Westwood Community Plan recommends further refinements.

3. It is impractical to adjust each technical element separately through regular procedural channels which could take one year or more to complete.

4. As the adjustments to each of the technical elements accumulate these technical elements will be revised.

5. In the event that circumstances have changed, the Westwood Community Plan can be amended in a subsequent restudy.

ACTION RECOMMENDED BY THE STAFF: That the Commission -

1. Review the Proposed Plan, Program and Staff Report.

2. Approve the Westwood Community Plan (Proposed Plan page GP-1 through page GP-19 and the Plan Maps).

3. Authorize the Director of Planning to present the Westwood Community Plan to the Mayor and the City Council in accordance with Section 96.5 of the City Charter.

4. Recommend that the Mayor approve, and the City Council adopt the attached resolution (Exhibit "A") adopting the Westwood Community Plan as a part of the General Plan of the City of Los Angeles.

5. Send copies of these reports to affected City departments and other public agencies.

Approved by:

Jack D Crouch
Division Head

Director of Planning

ACTION OF THE CITY PLANNING COMMISSION

VOTE	AYES	NOES	ABSENT
ARMSTRONG			
DILLER			
CROWLEY			
MOIR			
POLLEN			

Secretary,
City Planning Commission

EXHIBIT "A"

It is hereby resolved that the Westwood Community Plan be adopted by the Council of the City of Los Angeles as a portion of the General Plan of the City of Los Angeles.

PROGRAMS

II PLANNING AREA

2 SPECIFIC PROGRAM

U.C. BERKELEY LIBRARIES
C124902050

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